

20001213.ba v03_n059.bam.20001213

>From ???@??? Wed Dec 13 15:52:57 2000 -0600
Date: Wed, 13 Dec 2000 15:51:02 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 3059
Message-Id: <20001213225338.C88325F07@devel143.theporch.com>

BOATANCHORS Digest 3059

Topics covered in this issue include:

- 1) Heath TX-1
by thompson@mindspring.com
- 2) Re 6C5
by philip mccoey <dgnova@erols.com>
- 3) WTB: Matching Speakeer for Drake 1A
by "Freeberg, Scott (STP)" <scott.freeberg@guidant.com>
- 4) RE: WTB R390 line filter
by Morris Odell <MorrisO@vifp.monash.edu.au>
- 5) RE: WTB R390 line filter
by jan@skirrow.org
- 6) Heath Soldering Iron
by "Ed White" <wa3bzt@wserv.com>
- 7) Re: Utah Junior Transmitter?
by john <johnmb@mindspring.com>
- 8) Old callsign search
by Gary Woods <gwoods@albany.net>
- 9) Re: ARC4 - used one last night!!
by AAFRadio@erols.com
- 10) Re: ARC4 - used one last night!!
by William Donzelli <aw288@osfn.org>
- 11) Re: Old callsign search
by Al Klase <skywaves@bw.webex.net>
- 12) Re: ARC4 - used one last night!!
by Ed Zeranski <ezeran@concentric.net>
- 13) Re: W2GKP callsign search
by Ralph Parker <rparker@dccnet.com>
- 14) Re: ARC4 - used one last night!!
by Ed Zeranski <ezeran@concentric.net>
- 15) IRL FSK-1000 Manual Needed
by Dick Dillman <ddillman@igc.org>
- 16) Re: Collins filter size - help!
by "Mike Warren W5MAZ" <w5maz@uswest.net>
- 17) HQ-170 Telecron Clock Covers
by W4UOC@aol.com
- 18) ARC4... segue to MAW

- by "Marty's Refl. Drop" <polepeeg@aa4rm.ba-watch.org>
- 19) LOUDSPEAKER Z
by JOHN.SEHRING@ecunet.org
- 20) LOUDSPEAKER Z
by JOHN.SEHRING@ecunet.org
- 21) Re: Stinson Reliant aircraft
by "Ed White" <wa3bzt@wserv.com>
- 22) ADMINISTTRIVIA: Fancy HTML in Posts
by listtown@nanniandjack.com (Mail List Owner)
- 23) HELP: Redifon R50M info
by "JOSE V. GAVILA (EB5AGV/EC5AAU)" <eb5agv@ctv.es>

From: thompson@mindspring.com
Message-ID: <004301c0647c\$5004fb80\$178156d1@default>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Heath TX-1
Date: Tue, 12 Dec 2000 15:44:23 -0500

I finally had a chance to spend a few minutes going over a Heath TX-1 Apache that I picked up recently.

Everything seems to be there except the mic connector (a shielded wire is sticking out from a hole where a mic jack is supposed to be) and some problems with the VFO drum and pointer.

The VFO drum markings have faded and the pointer is missing although the dial string seems to be in place. Does anyone know if a replacement drum or template is available? Also a pointer?

Will get into the electronics shortly when I figure a way to get it out of my car trunk (its 100lbs plus)....wish it had handles like my Henry 2K!

Thanks for any help or assistance.

73 Dave K4JRB

Message-ID: <3A36A575.68FDD2E@erols.com>
Date: Tue, 12 Dec 2000 17:23:50 -0500
From: philip mccoey <dgnova@erols.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re 6C5
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

The 6C5 is a tetrode.

If you look at a glass 6C5 you will see screen grid.
You will see a hole for the suppresser grid, but no
suppressor grid.

The screen grid is connected to the plate in the base of
the tube. If you remove the base, you can see the very
easily.

Best Guess:
the 6C5 has the 6J7 tube structure with out the suppresser
grid. This type of thing is or was a typical RCA stunt

Philip McCoy dgnova@erols.com

Message-ID: <1D1B8647FA5CD411A02800508BDFD0A0016288D8@stpmsx03.stp.guidant.com>
From: "Freeberg, Scott (STP)" <scott.freeberg@guidant.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: WTB: Matching Speaker for Drake 1A
Date: Tue, 12 Dec 2000 16:33:46 -0600
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

Want to Buy: Matching speaker for Drake 1A.

Thanks,

Scott WA9WFA
<http://www.qsl.net/wa9wfa>

Message-ID: <07A064EA6042D4118A62009027F70E77875C@nt_exchange.vifp.monash.edu.au>
From: Morris Odell <MorrisO@vifp.monash.edu.au>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: WTB R390 line filter
Date: Wed, 13 Dec 2000 09:48:04 +1100
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

Hi,

> Hi...My line filter in my 390(not the A) opened up last night.
> I love the radio and would like to repair it instead of bypassing the
> line filter. Anyone out there that can help? 73 Bob, AA8A

Reworking R390(A) line filters was described in the amateur literature down here where the capacitors often needed retirement after being exposed to 240 volts for a while. Apparently you can unsolder the sealed unit and melt whatever compound or wax is in there to expose the innards. I'm not aware of an open circuit failure mode but it's not impossible for one of the chokes to open up. Of course, if you do this you should recap it with modern mains rated bypass caps, and be careful with construction as you are dealing with locally unfused mains that is live all the time while the radio is plugged in.

I have found that large bathtubs like this require a LOT of heat. A 100 watt soldering iron was barely enough to open the AR88 audio bypass bathtub triple. I haven't had to do this to my R390A yet.

Alternatively it may be possible to fit a modern packaged line filter, IEC connector and all, which are readily available nowadays and quite cheap.

73 de Morris VK3DOC

Message-Id: <4.3.2.7.2.20001212162423.00c83d30@mail.islandnet.com>

Date: Tue, 12 Dec 2000 16:28:01 -0800

To: Old Tube Radios <boatanchors@theporch.com>

From: jan@skirrow.org

Subject: RE: WTB R390 line filter

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"; format=flowed

At 09:48 AM 12/13/00 +1100, Morris Odell wrote:

>whatever compound or wax is in there to expose the innards. I'm not aware of
>an open circuit failure mode but it's not impossible for one of the chokes
>to open up. Of course, if you do this you should recap it with modern mains

Note to R-390A owners: you can break loose the threaded studs that emerge from the power line filter and that the power cord connects to if you over-tighten. I expect it wouldn't take much from this point to break an internal connection and thus an open circuit failure.

Jan Skirrow, VE7DJX

... in sunny (sometimes rainy) Maple Bay, BC, Canada

"So many radios, so little time"

<http://www.skirrow.org/Boatanchors/>

Information, Parts, Pictures, Articles
The R-390A and other classic gear

Message-ID: <001301c064a0\$96958460\$79bc69ce@tsunami2>
From: "Ed White" <wa3bzt@wserv.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Heath Soldering Iron
Date: Tue, 12 Dec 2000 20:04:03 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Hi Gang
I need any information on where to get the tips for a Heathkit GH-17
Soldering Iron. I know that there are several different types of tips, What
I am looking for is the 1/4"chisel type
Any help?
Ed White
WA3BZT

Message-Id: <3.0.3.32.20001212201916.00d7a360@mindspring.com>
Date: Tue, 12 Dec 2000 20:19:16 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: john <johnmb@mindspring.com>
Subject: Re: Utah Junior Transmitter?
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi Mike!
Any luck finding that manual?

Happy holidays!
John

At 09:58 PM 12/3/00 -0500, Mike Feher wrote:
>John -
>
>I also have a UTAH Jr. as well as the instructions that came with it. I
>promised a long time ago that I would scan it for another fellow and I think

>I emailed him 1 or 2 pages. Hope he reads this post as I have lost his
>email. Maybe with two people urging me to scan the manual I'll get around to
>it, HI. 73 - Mike

>

>

>

>Mike B. Feher, N4FS

>89 Arnold Blvd.

>Howell NJ, 07731

>(732) 901-9193

>

>

>----- Original Message -----

>From: "john" <johnmb@mindspring.com>

>To: "Old Tube Radios" <boatanchors@theporch.com>

>Sent: Sunday, December 03, 2000 9:22 PM

>Subject: Utah Junior Transmitter?

>

>

>> Long ago, in a post far away, someone answered my plea
>> for manual/docs for this little transmitter.

>>

>> If you're still around, I'd still love to have a scan/copy of the
>> info, and will naturally pay the cost of copy/mailling.

>>

>> Thanks, and I hope everyone has a wonderful holiday season.

>>

>> >From snowy NC,

>> John

>>

>> =====

>> John Brewer - WB50AU/4

>> AMI #24

>> Clayton NC

>> johnmb@mindspring.com

>> =====

>>

>>

>

>

From: Gary Woods <gwoods@albany.net>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Old callsign search

Date: Tue, 12 Dec 2000 20:15:06 -0500

Message-ID: <i4jd3tce2rbp87m82lngc5obt8aeu3mohp@4ax.com>

MIME-Version: 1.0

Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I have an ancient (non-PTT, non-amplified, ball-and-socket head) D-104, inscribed "W2GKP." Probably from Schenectady, NY environs, since it was with from some miscellaneous stuff from an SK (not that call) there. Anybody got some old callbooks that might list that call?

I'm still using it, with the microswitch somebody else mounted on the base with a little bracket for PTT.

BA-content (as if that mic weren't enough): The sand-state rig the mic plugs into occasionally drives a Johnson desk-pedestal KW when I want to be louder.

Thanks,

--

Gary Woods O- K2AHC Public keys at www.albany.net/~gwoods, or get 0x1D64A93D via
keyserver
gwoods@albany.net gwoods@wr gb.com
fingerprint = E2 6F 50 93 7B C7 F3 CA 1F 8B 3C C0 B0 28 68 0B

Message-ID: <3A36D9B8.57FF1B1A@erols.com>
Date: Tue, 12 Dec 2000 21:06:48 -0500
From: AAFRadio@erols.com
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: ARC4 - used one last night!!
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

"Marty's Refl. Drop" wrote:

> Then the vagaries on the ARC (aircraft radio, communication) assignments
> ensued - as where did the ARC4s get used besides subs

Navy Airborne Radio Maintenance Notes dated Nov '45 has a big section on maintenance peculiarities of the ARC-4, so it must still have been used in quite a few Navy aircraft. Haven't noticed a AAF stamp on any of 'em, though.

> Another oddity is if they're the 1st VHF xcvr ever, why the dickens did
> the govt. release them to surplus so late. Perhaps the mid 60s.

One possible explanation is that they were still in demand by the commercial airlines for tower control after the war. Surplused, of course, but only to the big companies - never got to Radio Row in any quantities until the next big wave in the 60s.

73,
Mike Hanz KC4TOS

Date: Tue, 12 Dec 2000 21:45:26 -0500 (EST)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: ARC4 - used one last night!!
Message-ID: <Pine.SUN.3.91-FP.1001212213844.16915I-100000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> Then the vagaries on the ARC (aircraft radio, communication) assignments
> ensued - as did where the h3!! the ARC4s get used besides subs (called
> MAH there???)

Everywhere, apparently. Subs used them, but they also used SCR-624s (ground based SCR-522s). Ships had them, too. The Massachusetts has WE 233As, with a custom built supply. MAHs were used in on the ground (possibly for quick and dirty airports, Marine Corps style).

I have an almost complete MAH (transit case, most or all of the antenna goodies, extra junk, mount, but NO RT-19/ARC-4!). Yes, it is available to anyone that desperately needs one. Probably cheap, too.

Incidentally, the RT-19/ARC-4 is slightly modified when used in an MAH. If you find one with a small extra knob (I think having to do with the audio), it was intended for an MAH.

Shutting up now.

William Donzelli
aw288@osfn.org

Message-ID: <3A36F473.6EA41ED8@bw.webex.net>
Date: Tue, 12 Dec 2000 23:00:51 -0500
From: Al Klase <skywaves@bw.webex.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: Old callsign search
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

From: Winter 64-65 Callbook: W2GKP Dr. Myron Skraly, 375
Mosholu Pkwy., Bronx 67, NY

Gary Woods wrote:

>
> I have an ancient (non-PTT, non-amplified, ball-and-socket head) D-104,
> inscribed "W2GKP." Probably from Schenectady, NY environs, since it was
> with from some miscellaneous stuff from an SK (not that call) there.
> Anybody got some old callbooks that might list that call?
>
> I'm still using it, with the microswitch somebody else mounted on the base
> with a little bracket for PTT.
>
> BA-content (as if that mic weren't enough): The sand-state rig the mic
> plugs into occasionally drives a Johnson desk-pedestal KW when I want to be
> louder.
>
> Thanks,
>
> --
> Gary Woods O- K2AHC Public keys at www.albany.net/~gwoods, or get 0x1D64A93D
via keyserver
> gwoods@albany.net gwoods@wrigb.com
> fingerprint = E2 6F 50 93 7B C7 F3 CA 1F 8B 3C C0 B0 28 68 0B

--
Al Klase - N3FRQ
skywaves@bw.webex.net
Flemington, NJ 08822
Web Page: <http://www.webex.net/~skywaves/home.htm>

Message-Id: <4.2.0.58.20001212201339.00a69590@pop3.concentric.net>
Date: Tue, 12 Dec 2000 20:24:02 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: Ed Zeranski <ezeran@concentric.net>
Subject: Re: ARC4 - used one last night!!
Cc: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

At 09:45 PM 12/12/00 -0500, William Donzelli wrote:

> > Then the vagaries on the ARC (aircraft radio, communication) assignments
> > ensued - as did where the h3!! the ARC4s get used besides subs (called

> > MAH there???)

>

>Everywhere, apparently. Subs used them, but they also used SCR-624s

>(ground based SCR-522s). Ships had them, too.

A couple of years ago I went to a surplus place in Norfolk and ended up digging through stacks of old TMs. Conversation with the old pirate owner lead to WWII tube radio. (The guy was an asshole) He did have some sets that were 624/625 set up to be fed by field phones in original boxes. Probably still there but back then he wanted \$300. Not sure how it all worked, I posted this to BA back then, but the radios looked to be sets used on the gnd for air control of P-51s or such. The radios had wooden masts and lines for 8 EE8 phones. Just a input after seeing SCR522 mentioned. Lemme know.

Message-Id: <3.0.3.32.20001212202921.006de8d8@pop3.dccnet.com>

Date: Tue, 12 Dec 2000 20:29:21 -0800

To: Old Tube Radios <boatanchors@theporch.com>

From: Ralph Parker <rparker@dccnet.com>

Subject: Re: W2GKP callsign search

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

From: Winter 1955 Callbook:

W2GKP Dr. Myron B. Scrally, 485 Madison Ave., New York 22, NY

de VE7XF

>From: Winter 64-65 Callbook: W2GKP Dr. Myron Skraly, 375

>Mosholu Pkwy., Bronx 67, NY

>> I have an ancient (non-PTT, non-amplified, ball-and-socket head) D-104,

>> inscribed "W2GKP."...

>> Anybody got some old callbooks that might list that call?

Message-Id: <4.2.0.58.20001212203048.00a6fcf0@pop3.concentric.net>

Date: Tue, 12 Dec 2000 20:33:03 -0800

To: Old Tube Radios <boatanchors@theporch.com>

From: Ed Zeranski <ezeran@concentric.net>

Subject: Re: ARC4 - used one last night!!

Cc: Old Tube Radios <boatanchors@theporch.com>

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"; format=flowed

Just a input *****

00PS!!! Sorry for the spelling/grammar lapse :^)

Message-Id: <3.0.5.32.20001212211517.0079f5b0@pop.igc.org>
Date: Tue, 12 Dec 2000 21:15:17 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.org>
Subject: IRL FSK-1000 Manual Needed
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

An IRL FSK-1000 terminal unit arrived on my doorstep today. If anyone has a maonul (original or repro) they'd bw willing to sell or knows where one might be found please let me know. I'd also like to hear from other FSK-1000 users.

Regards,

Dick

Dick Dillman, W6AWO
Member of the Maritime Radio Historical Society
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Date: Wed, 13 Dec 2000 07:22:32 -0600
Message-ID: <000f01c06507\$c0438200\$1190e23f@4h8ha>
From: "Mike Warren W5MAZ" <w5maz@uswest.net>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Old Tube Radios" <boatanchors@theporch.com>
Subject: Re: Collins filter size - help!
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Al,

If you come up dry on a filter, take a look at ER #64. It's an "AM filter replacement" for a 75a3 that consists of two resistors, two chokes and a capacitor.

73 de Mike/W5MAZ

----- Original Message -----

From: "Allan Stephens" <modsteph@ACS.EKU.EDU>
To: "Old Tube Radios" <boatanchors@theporch.com>
Sent: Tuesday, December 12, 2000 8:07 AM
Subject: Collins filter size - help!

> Gang,
>
> Continuing to track down a mechanical filter for a recently
> acquired 75A-3.
> Line on a couple, and need to know if they would plug in and work. Will
> either
> of following Collins parts numbers fit the A-3?: 526-9897-010 or
> 526-9894-010?
> Thanks in advance.
>
> 73, Al N5AIT
> modsteph@acs.eku.edu
>
>

From: W4UOC@aol.com
Message-ID: <76.5d9f312.2768d84d@aol.com>
Date: Wed, 13 Dec 2000 08:49:01 EST
Subject: HQ-170 Telecron Clock Covers
To: Old Tube Radios <boatanchors@theporch.com>
CC: powell@conterra.com
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

I am sending this for W4OPW. Reply to him.

Do you know where I can get a plastic clock cover for the HQ-170-C ?

powell@conterra.com
<http://www.qsl.net/w4opw>

Date: Wed, 13 Dec 2000 09:48:43 -0500 (EST)
From: "Marty's Refl. Drop" <polepeeg@aa4rm.ba-watch.org>
Message-Id: <200012131448.JAA23182@aa4rm.ba-watch.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ARC4... segue to MAW

Lotta good ARC4 info

1. ARC4s only released to big companies in "1st surplus wave" of 50s

...saw evidence @ Dayton h'fest 6 yrs back. Bought a tatty mess for a few bux with "Miami Aero... 1956" sticker indicating a civil re-work. Some other guy saw it under my car, went lulu for it, & I passed it on. Think it was WE233

2. As MAH they were used on surface for various things

...Chesson in 1990 AWA Navy directory says they were companion to TCS!!!

3. ARC4s on battleships (as WE233. w. h-b p-s... bet that's pre-war vhf battlegoon install), in some Navy planes, Etc., etc.
Not just subs.

Summary on ARC4. Neat package. Most advanced wherein Chan 1 rx xtal is default LO setting on plane-2-plane/guard separate front end (some f.e. - a 6AC7 mixer but whaddya want for '39?) Heck of a 1st VHF xcvr - but then it was WECO

Glad to have finally gotten into 'em

What's missing is ham use.

Is the example here the only one going? I'm sure that's the case with W2CQH's ASB6/7 60cm radar, but the ARC4???

And this naturally segues to the MAW backpack brute.

MAW is strg. battery vibrapack 10 channel 115-156mcs beast w. all 7-pin minis & big internal turrets. Beautiful internals. I mentioned it here once & a guy came back saying it was for initial use on a new airstrip. I wonder if any ever found their way to 2M - or were they "2nd surplus wave" 60s things the hams never employed. Look like Korea-era cast-alloy-front things but PJ068/PJ055 handset jacks give 'em away as end of ww2.

Could ask if MAWs ever got to Korea or were just sacked after VJ day?

Tks all!

Marty

Date: Wed, 13 Dec 2000 11:02:59 -0500 (EST)

Message-Id: <200012131602.eBDG2x000773@ecunet.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: LOUDSPEAKER Z
From: JOHN.SEHRING@ecunet.org

To: boatanchors@theporch.com

> Now, a speaker goes through some wild impedance variations, but there
> is a point near resonance where the impedance drops to the rated
> value. That is where the speaker wants the most power from the
> amp.

I think that the impedance **peaks** at the free air resonant frequency of the driver in free air. The driver is at that freq most easily excited by input energy. Consideration of equivalence of mechanical and electrical impedance concepts shows this. You can even do that by thumping on the back of the driver with your hand.

If the opposite was true, a driver connected to a stiff (constant voltage) amp would quickly self-destruct at its resonance as it would then draw maximum power from amp at most easily mechanically excited freq.

The impedance curve is much modified by the enclosure you put the driver in. E.g. a properly designed ported enclosure will have a double Z peak, right above & below the free air res. freq. A sealed enclosure will give only 1 Z peak whose freq will be considerably higher than the free air res freq.

> And since most people want bass power, that's the way amps are
> rated for impedance, even though the apparent output impedance
> is lowered by feedback.

Generally amps are rated to deliver a certain amount of power to a certain load impedance (typically qualified by some maximum distortion level).

-John Sehring (12/11/00, temp. at RPSL MedCenter/Chicago) UCC WB0EQ

Date: Wed, 13 Dec 2000 11:02:58 -0500 (EST)
Message-Id: <200012131602.eBDG2wX15070@ecunet.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: LOUDSPEAKER Z
From: JOHN.SEHRING@ecunet.org

To: boatanchors@theporch.com

> From: "Bill Hawkins" <bill@iaxs.net>
>
> Seems to me we used to talk about 'damping' in the golden age

> of tube hi-fi (before the marketing guys really got to it).
> Negative feedback 'stiffens' the output by making it be more
> nearly an accurate representation of the input. Variations in
> load impedance have little effect on the output - as long as
> the amp doesn't run out of power and saturate (clip).
>
> Getting enough feedback around an output transformer was
> tough to do. Some folks were able to eliminate it with very
> inefficient OTL cathode follower designs. When SS devices
> made it possible to eliminate the transformer and coupling
> capacitor, hi-fi had some very stiff amps. Then some folks
> decided that accurate amplification didn't produce that
> mellow, fuzzy sound they wanted (those that could still
> hear anything, that is), and the rest is history.

Damping = $1/(\text{amp internal } Z)$ when looked at as a voltage source, not to be confused with its output impedance. Lower damping means closer to ideal constant voltage source, generally desirable when driving loudspeakers.

Problem is with the *transient* behaviour of the feedback loop. The difference between static and dynamic feedback loop action. Until it recovers, the loop can do quite goofy things for a short time. You can sometimes actually see this with some older ss hi fi power amps. Some call it "sticking" as the amp's output jumps to some spurious value & stays there for a bit, until the loop recovers. Among other things, causes transient intermodulation distortion, known about for around 20 years.

-John Sehring (12/11/00, temp. at RPSL MedCenter/Chicago) UCC WB0EQ

Message-ID: <005501c06525\$9b767180\$99bc69ce@tsunami2>
From: "Ed White" <wa3bzt@wserv.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Stinson Reliant aircraft
Date: Wed, 13 Dec 2000 11:54:16 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

----- Original Message -----
From: "Ed White" <wa3bzt@wserv.com>
To: "Boatanchors" <boatanchors@theporch.com>
Sent: Tuesday, November 14, 2000 5:30 PM
Subject: Stinson Reliant aircraft

> Hi Gang:
> Had a phone call from a person that is rebuilding a Stinson Reliant aircraft
> and would like to know what radio equipment was used while it was in service
> during WWII. He was informed that both the US (Cost Guard, Navy) and the UK
> had these aircraft
> Do any of you know??
> Ed White
> WA3BZT
>
>

Message-Id: <200012131915.eBDJF0G05605@osr506.nanniandjack.com>
From: listtown@nanniandjack.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ADMINISTRIVIA: Fancy HTML in Posts
Date: Wed, 13 Dec 2000 11:15:00 -0800 (PST)

Gang-

Please accept this periodic posting as it is intended:
A suggestion that will help everyone on the list...

Many many of the members of the list read through text-based mailers on systems of other than WIntel origins... this is particularly true for those members who are "off-shore" where the technology is too expensive to justify. Just keep in mind that NOT everyone reads the list postings with the very latest windowed technology.

PLEASE avoid the use of HTML and "quoted printable" in your email. If you don't know what this means, then PLEASE get help and set your mailer up so that you send your posts to the list in "PLAIN TEXT" only, with NO fancy HTML.... generally, avoid fancy fonts and colors, which will force your mailer to use the fancy stuff, and creates the problem.

The problem is serious enough that we have taken steps to protect the list... we have created a filter that detects anything sent to the list that is not plain text, and deletes the rest of the message from the place where the non-text is detected.

You may have seen "FOBIDDEN FORMAT" in a post to the list, and wondered what happened... it is the phrase we insert to let the poster know that the post contained a binary, an attachment, HTML, a "vcard" or some other format that presents a problem to the List Processor... it enforces consideration of your fellow BoatAnchors members.

PLEASE use only plain text.

PLEASE Get help with setting your mailer to not send the fancy HTML and quoted printable.

PLEASE be considerate of the list resources and your fellow members.

Thanks for your attention

--

73

Jack, W4KH/Mobile - - - BoatAnchor Mailing List Owner - - -
listown@nanniandjack.com - "Plus ca change, plus c'est la meme chose"
"Il n'y a que les idiots qui ne changent jamais d'idee"
Wed Dec 13 11:15:00 PST 2000

Message-Id: <3.0.1.32.20001213225451.006bbb2c@pop.ctv.es>
Date: Wed, 13 Dec 2000 22:54:51 +0100
To: Old Tube Radios <boatanchors@theporch.com>
From: "JOSE V. GAVILA (EB5AGV/EC5AAU)" <eb5agv@ctv.es>
Subject: HELP: Redifon R50M info
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hello!

I have been offered the above mentioned receiver along its external PS but, to be sincere, have no clue of what is ;-)... So, please, any information about it, performance, market price and anything related (a picture would be really nice!) would be welcomed.

Thanks!

JOSE

73 EB5AGV / EC5AAU
JOSE V. GAVILA
La Canyada - Valencia (SPAIN)

EB5AGV Vintage Radio Site: <http://www.geocities.com/eb5agv>

European Boatanchors List: http://www.eGroups.com/list/euro_ba_swap

End of BOATANCHORS Digest 3059
